AMENDMENTS TO THE CLAIMS

Please amend Claims 24 and 25 as follows:

1. **(Previously Presented)** A vehicle comprising:

a vehicle body;

an internal combustion engine mounted to said vehicle body, said engine comprising a crankshaft mounted in a crankcase, said crankshaft extending along a first axis;

a drive system mounted to said vehicle body for contacting a travel surface, whereby rotation of at least a portion of said drive system enables movement of said vehicle body relative to the travel surface;

a transmission coupled with said drive system; and

a coupling system for coupling said engine with said transmission, said coupling system comprising a drive member and a driven member, said drive member being located along said first axis and being coupled with said crankshaft, said driven member being located along said first axis and being coupled with said transmission, said driven member being rotatably supported by said crankcase, and said drive member being coupled with said driven member, wherein the drive member is permanently meshed with the driven member and are configured to always rotate at the same speed.

2. **(Original)** The vehicle of Claim 1, wherein said coupling system comprises a damper portion, said damper portion comprising at least one cushioning member located between said drive member and said driven member.

3. **(Previously Presented)** The vehicle of Claim 1, wherein said driven member covers said drive member and a damper portion.

4. **(Original)** The vehicle of Claim 1, wherein said driven member is supported at first and second ends thereof in said crankcase.

5. **(Original)** The vehicle of Claim 1, wherein said driven member is mounted in said crankcase with bearings.

6. **(Original)** The vehicle of Claim 1, wherein said coupling system is located generally within said crankcase.

7. **(Previously Presented)** The vehicle of Claim 1, wherein said vehicle body comprises a saddle-riding seat.

8. **(Original)** The vehicle of Claim 1, wherein said vehicle body comprises a steering assembly coupled with one or more skis.

9. **(Original)** The vehicle of Claim 1, wherein said drive system comprises a drive track.

10. **(Previously Presented)** A vehicle comprising:

a vehicle body;

an internal combustion engine mounted to said vehicle body, said engine comprising a crankshaft mounted in a crankcase;

a drive system mounted to said vehicle body for contacting a travel surface;

a transmission coupled with said drive system; and

coupling means for coupling said engine with said transmission within said crankcase;

wherein said coupling means comprises a driven member rotatably supported by said crankcase and a drive member, wherein the drive member is permanently meshed with the driven member such that the drive member and the driven member always rotate at the same speed.

11. **(Canceled)**

12. **(Canceled)**

13. **(Canceled)**

14. **(Previously Presented)** The vehicle of Claim 10, wherein said coupling means further comprises a means for damping.

15. **(Previously Presented)** The vehicle of Claim 10, wherein said vehicle body comprises a saddle-riding seat.

16. **(Original)** The vehicle of Claim 10, wherein said vehicle body comprises a steering assembly coupled with one or more skis.

17. **(Original)** The vehicle of Claim 10, wherein said drive system comprises a drive track.

18. **(Original)** The vehicle of Claim 1, wherein said driven member is disposed within said crankcase.

19. **(Previously Presented)** The vehicle of Claim 10, wherein said means for coupling is disposed within said crankcase.

20. **(Canceled)**

21. **(Canceled)**

22. **(Previously Presented)** A vehicle comprising:

a vehicle body;

an internal combustion engine mounted to said vehicle body, said engine comprising a crankshaft mounted in a crankcase, said crankshaft extending along a first axis;

a drive system mounted to said vehicle body for contacting a travel surface, whereby rotation of at least a portion of said drive system enables movement of said vehicle body relative to the travel surface;

a transmission coupled with said drive system; and

a coupling system for coupling said engine with said transmission, said coupling system comprising a drive member and a driven member, said drive member being located along said first axis and being coupled with said crankshaft, said driven member being located along said first axis and being coupled with said transmission, said driven member being rotatably supported by said crankcase, and said drive member being coupled with said driven member, wherein the drive member includes a plurality of drive blades that extend radially outward, and the driven member includes a plurality of driven blades that extend radially inward and are configured to mate with the drive blades.

23. **(Previously Presented)** The vehicle of Claim 1, wherein said driven member is directly supported by said crankcase.

24. **(Currently Amended)** The vehicle of Claim [[11]]10, wherein the drive member and the driven member are configured to always rotate at the same speed.

25. **(Currently Amended)** The vehicle of Claim [[11]]10, wherein the drive member is permanently meshed within the driven member.

26. **(Previously Presented)** A vehicle comprising:

a vehicle body;

an internal combustion engine mounted to said vehicle body, said engine comprising a crankshaft mounted in a crankcase;

a drive system mounted to said vehicle body for contacting a travel surface;

a transmission coupled with said drive system; and

a means for coupling said engine with said transmission within said crankcase;

wherein said coupling means comprises a driven member rotatably supported by said crankcase and a drive member, wherein the drive member includes a plurality of drive blades that extend radially outward, and the driven member includes a plurality of driven blades that extend radially inward and are configured to mate with the drive blades.

27. **(Previously Presented)** The vehicle of Claim 10, wherein the driven member is directly supported by said crankcase.